

seemed that all were trying to talk at once. Each man had ideas of his own and each swore positively that he was open to conviction.

There was this feature of the evidence and that feature of the testimony to be thrashed out time and again, so that when one of the members suggested that it was clear time, all readily assented, and accordingly the ballot in response to a request, chased after a bunch of smokers.

**THOUGHT DEEPLY.**

For the next fifteen or twenty minutes the jury chewed and smoked and said little. All were thinking intently and all was quiet in the room save for the tramp, tramp, tramp of the twelve feet as they sauntered back and forth across the narrow confines of the place.

About this time some one suggested that the court would be short, and that the jury should be dismissed. The jury, however, had an idea that all had changed their minds save those who at first took the same view of the case that he did. Again the vote was passed and again it was found that eight favored acquittal, three conviction and one was on the fence, still doubtful. If this time this dubious member had been material.

**WENT TO SUPPER.**

Accordingly, all were marched out of the room and down the broad flight of stairs into the presence of Judge Ingram. He turned and the jury was dismissed, whereupon he excused the jurors until 6 o'clock for supper.

En route to and from the court room, between the City Hall and their residences, and on the supper tables in the company of their families, the jurors continued to think, but the same conclusion seemingly always resulted.

When the jury reconvened in the Hastings Court two questions were asked by two members of the jury. The first was again sent to the room on the floor above, where they worked rapidly and with a vengeance. Hopes of a verdict had apparently been refreshed by the supper. Ballot after ballot was taken, but each time the result was the same. The original eight favored acquittal and the original three favored conviction, while the original lone hand was still doubtful. So it remained until 11 o'clock, when one against the men was taken, and the presence of the court, but no verdict had been reached, and they were excused for the night.

**PUZZLED SOME MORE.**

Again, yesterday at 11 o'clock the jury met in the Hastings Court. Almost immediately the men were sent to the jury room, where, until 2 o'clock, they puzzled a bit more over a verdict. It was during this session that the members tried of the case, and the jury changed their minds of ever getting a verdict.

This was the status throughout the afternoon, until just before 7 o'clock, when the last ballot was taken. Then Mr. Ingram and the jury changed their votes, as did the man on the fence. All were for conviction, making a tie vote.

With such a condition existing, the jury were fled into the court room at 7 o'clock. Judge Ingram had been reached, and he was directed to change the verdict, as did the man on the fence. All were for conviction, making a tie vote.

Judge Ingram said that if this was the case he could see no further good to be accomplished by holding the jury, so he discharged them. But before doing so he ordered Mr. Brown to stand aside, and he was directed to stand aside. This was readily furnished, and on the 10th, next Tuesday, once more John M. King will be called to defend himself. It is hardly probable that the case will go to trial on this occasion, however, and it will probably be a month before the case again comes up.

## NEW ORLEANS RACE TRACK

Only Two Favorites Successful on Crescent City Track.

(By Associated Press.)

NEW ORLEANS, La., March 3.—Ahumada and Floyd K. were the only winning favorites. Summary:

First race—mile—De Reszke (3 to 1) first, Bondage (7 to 5) second, Decoration (3 to 1) third. Time, 1:46.1-4.

Second race—mile—Ahumada (7 to 10) first, Birch Broom (5 to 1) second, Shrine (15 to 1) third. Time, 1:45.

Third race—selling, mile and a quarter—Leflore (3 to 1) first, Ceylon (3 to 1) second, Nettie Regent (2 to 1) third. Time, 2:14.3-5.

Fourth race—handicap, mile and seven-eighths—Major Tenny (3 to 1) first, Bulbula (4 to 5) second, Bud Embury (7 to 1) third. Time, 1:49.4-5.

Fifth race—seven furlongs—Floyd K. (even) first, Frank Rice (7 to 2) second, Farmer Jim (9 to 1) third. Time, 1:39.

Sixth race—selling, mile—Denny Dury (7 to 2) first, Lottor (7 to 2) second, Banish (7 to 1) third. Time, 1:38.1-3.

## MYSTERY AS TO CHARGE

AGAINST TWO MEN

Two well dressed and rather respectable looking young men, giving their names as J. H. Toole and Edward Morris, spent last night in a cell at the First Station, having been arrested late in the afternoon by Detective Sergeant Gibson and Wren as suspicious characters. The men stated that they would prefer felony charges against the men and asked that they not be permitted to give bail for their appearance in the Police Court.

Later in the night it was impossible to learn the nature of the charge the detectives propose bringing, and all efforts to get a statement from the men proved fruitless.

## Peculiar

To Itself

In what it is and what it does—containing the best blood-purifying, alterative and tonic substances and effecting the most radical and permanent cures of all humors and all eruptions, relieving weak, tired, languid feelings, and building up the whole system—is true only of

## Hood's Sarsaparilla

No other medicine acts like it; no other medicine has done so much real, substantial good, no other medicine has restored health and strength at so little cost.

"I was troubled with scrofula and came nearly losing my eyesight. For four months I could not see to do anything. After taking two bottles of Hood's Sarsaparilla I could see and when I had taken eight bottles I could see as well as ever." SUSIE A. HARRISON, Wilkes, N. C.

Hood's Sarsaparilla promises to cure and keeps the promise.



We believe in "trading up."

We've carried out this idea in our hat purchases and can give you a better hat for the money than ever before.

The experimental shapes are here now—the flattish brim derby; also soft hats with new dents!

Come in and experiment with your features!

\$1.50 up.

Of course, Dunlaps lead.

**C.H. Berry & Co.**  
MEN'S & BOYS' OUTFITTERS

HIS SHIP IS

TOO SMALL

Crowninshield's Request to

Be Retired Is Granted.

ADM'L COTTON COMMANDS

Will Leave for European Station Within

Three Weeks—Crowninshield's

Dignity Hurt by Having to

Give Up the Illinois.

(By Associated Press.)

WASHINGTON, March 3.—Two interesting and significant communications were received to-day at the Navy Department from the European station. One was from Rear-Admiral Arant Schuyler Crowninshield, commanding the European Squadron, asking to be placed on the retired list of the navy under the provisions of the personnel law. The other was from Lieutenant Henry H. Ward, naval secretary to Admiral Crowninshield, resigning his commission in the navy.

Prompt action was taken by Secretary Moody in regard to the case of Rear-Admiral Crowninshield, and it was decided to relieve him from active duty at once, in order that he might come home or visit European capitals, which ever should be his desire. His application for retirement undoubtedly will be granted.

Rear-Admiral Charles S. Cotton, commander of the navy-yard at Norfolk, Va., was assigned to the command of the squadron, and will relinquish his present duty at once and start for Europe as soon as he can arrange his official and private affairs. The European Squadron is composed of the cruiser Chicago, flagship; the protected cruisers, Albany and Cincinnati; the cruiser Raleigh, and the gunboat Albatross.

The Navy Department contented itself at first with the brief statement of the Admiral's application for retirement without explanation of the reason therefor. It is known, however, that the officer was dissatisfied with the assignment of the armored squadrons following the Caribbean maneuvers last winter which deprived him of the further use of the Illinois as a flagship.

**ENTIRELY IMPERSONAL.**

The circumstances under which he came to be deprived of this ship, one of the latest and most formidable in this or any other navy, were entirely impersonal. The general board of which Admiral Dewey is head, has decided upon the creation of a new type of ship, the armored squadrons of the first type to constitute the "Home Squadron," guarding the Atlantic and Gulf coasts as the famous British "Channel Squadron" forms a first line of defense.

In order to make this fleet of the necessary strength to serve the purpose in view, to include the Illinois. Moreover, such battleships are neither effective nor economical as cruisers, and the Illinois was doing that sort of duty in Europe. So carrying out its general policy, and without regard to personal feelings, the Navy Department assigned Admiral Crowninshield to the command of the Chicago and kept the Illinois on the North Atlantic Station. Admiral Crowninshield did not care to go back to the Mediterranean, and to the ports of Northern Europe, where his flag had floated over the battleship in an inferior grade, and he protested. That protest was made during the maneuvers, and it was given due consideration, but the original plan held.

Admiral Crowninshield retires under that section of the personnel act which permits him to go at an advanced grade in consideration of at least forty years' creditable service. He is now No. 20, on the list of rear-admirals, and thus in the junior grade, so that his retirement will place him in the first grade, where his retired pay will be \$5,250 per annum, or \$1,500 more than he would receive were he retired in his present grade.

It was stated at the Navy Department yesterday that the Secretary of the Navy had called an account of Admiral Crowninshield's request to retire and expressing regret at the loss, which the navy would sustain. It is expected that the Admiral will haul down his flag about March 20th. He will not return to the United States on a naval vessel, probably spending some time in Europe before coming home.

Admiral Cotton was instructed to go to the squadron at the earliest moment, and to deliver a lecture at Immanuel Baptist Church to-morrow night on Dynamite. This is declared to be one of the best lectures given by Dr. Hannon, who is always bright and entertaining. The lecture is given for the benefit of the Missionary Society of Immanuel Church, which has this year undertaken to support a missionary in the field.

Lecture on Dynamite.

Rev. Dr. John Hannon, the gifted pastor of Union Station Methodist Church, will deliver a lecture at Immanuel Baptist Church to-morrow night on Dynamite. This is declared to be one of the best lectures given by Dr. Hannon, who is always bright and entertaining. The lecture is given for the benefit of the Missionary Society of Immanuel Church, which has this year undertaken to support a missionary in the field.

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Lecture on Dynamite.

## BLOCKED STRIKE BY INJUNCTION

Employees of Wabash Retained by Court.

INSTRUMENT IS OF WIDE CHARACTER

This Is Way President Used

Time Given Him for Reply.

INJUNCTION MAY BE

MADE PERMANENT

Grand Master Morrissey, of the Brotherhood of Railway Trainmen Says

His Organization Will Bow to the Injunction Until It Be

Dissolved, but Will Fight It to the End.

(By Associated Press.)

ST. LOUIS, MO., March 3.—An injunction granted by Judge Adams, of the United States District Court, prevented the culmination to-day of the threatened strike of the 1,100 firemen and trainmen of the Wabash Railroad for higher wages. As a result of the poll during the past week among the employees over the question of striking in case President Ramsey ultimately should refuse to grant the demanded wage concessions on the Wabash, east of the Mississippi River, the engineers and conductors refused to participate in a strike, but the firemen and trainmen favored it emphatically.

Their committees yesterday notified President Ramsey that he would be given until noon to-day to grant their demands. If by that time he still refused, a strike would be immediately called.

President Ramsey this afternoon requested a little time and the two committees granted him until 6 o'clock to make final reply. Before the allotted time had expired, President Ramsey had secured a restraining order from the court and it had been served on all the officials of all the orders and members of the Grievance Committee. The injunction was a most sweeping instrument and effectually blocked any strike proceedings. In part it reads:

"We therefore do strictly command you, until the further order of the court, absolutely desist and refrain from in any way or manner ordering, coercing, persuading, inducing or otherwise causing, directly or indirectly, the employees of the said Wabash Railway Company to strike or quit the service of said company."

The injunction is temporary and the writs are not made returnable. The persons against whom the injunction is issued may appear before the court at any time and present plea to have the injunction dissolved, or if no one asks that it be dissolved, it may be made permanent. Meantime, the Grievance Committee had prepared and submitted to President Ramsey's letter, setting forth the inequitable concessions they desire. It was soon after the delivery of this letter that President Ramsey that the injunction was served. Shortly after 5 o'clock, two hours after the injunction proceedings, President Ramsey sent to the Grievance Committee his reply to their letter, practically rejecting all their demands. Leaving him to his devices, he said he did not believe a strike would occur.

The committee of firemen and trainmen met and talked over the situation this evening and then dispersed for the night. Grand Master Morrissey, of the Brotherhood of Railway Trainmen, said after the meeting to-night:

"We have decided to make no more until after a consultation with our attorneys. This consultation will be held to-morrow morning."

A signed statement was given out to-night by Mr. Morrissey in which he says of Judge Adams' injunction:

"To this command, as law abiding citizens and organizations, we bow in submission. We will respect it because we recognize that until it is dissolved it is a law. While we view the action of the court as subversive of American rights and privileges, and we believe contrary to common justice and fairness, we utter no defiance to its mandate, and indulge in no heresies. We will, however, contest the proceedings to the end, for if Judge Adams' order is written into the laws of our country, organization of labor which is to-day the hope and prospect of those to whom we are no longer content to be a mere tool, is being bettering the condition of the working people. In this effort we believe we will have the support not only of organized labor everywhere, but of all right thinking citizens who are lovers of human rights."

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POPE LEO'S

SILVER JUBILEE

(Continued from First Page.)

ed to the spot where a notable religious ceremony was about to begin.

Once inside the cathedral, the ladies who were late guests, found them to be in a much mutilated condition, and some of the women were carried away in a fainting condition.

The tribunes were soon crowded to overflowing, and all the best standing places were taken.

A period of comparative calm succeeded this great rush, and the attention of the people attracted to the gilded throne near the high altar, and to the immense pillars of the Basilica, hung with red and blue draperies. Some of the tribunes on each side of the altar were filled with men and women blazing with decorations, among them a number of royal personages. In a special tribune was the Pope's family, the diplomatic corps and the members of the Order of Malta, all in full uniform.

**RINGING OF BELLS.**

After an hour of very fatiguing waiting a majestic procession began to appear. It was composed of the great dignitaries of the church—the forty-two cardinals in present gorgeous in their red robes, alone making a most imposing, characteristic and picturesque group.

At 11 o'clock precisely the great bell of St. Peter's rang out a signal, which was followed by the clanging of the bells of the five hundred churches in Rome, as they sounded the announcement that the Pontiff was on his way to the Basilica.

The life of the ancient city seemed to pause for a moment, hats were raised and a sign of the cross was made by the thousands. Inside St. Peter's, silver trumpets blared out their message and the Pontiff appeared. The people held their breath for a moment and then all the pent-up enthusiasm burst forth in a tremendous roar of welcome.

From this elevation on the new sedia gestatoria, carried by twelve men in costumes of red brocade, flanked by the famous flabelli (spreading feather fans), and surrounded by a white and gold canopy, the Pope appeared to be more than a human being. He seemed to be a white spirit, his impression being added to by the Pontiff's white robes and white mitre, delicate features, face white as alabaster and his thin hands moving slowly in benediction.

## DIFFERENCE OF VIEWS

The Mayor and Mr. Crenshaw on Street-Car Money.

ACTION OF POLICE BOARD

The Veto Message of Mayor Taylor, Which Was Read in the Common Council on Monday Evening.

Growing out of the veto of Mayor Taylor upon the ordinance recently passed by the Council and the Board to authorize the purchase of sufficient tickets to transport members of both bodies on the street cars, and the subsequent action of the Common Council in passing the matter over the head of the Mayor, it develops that there is a difference of opinion between Mr. W. A. Crenshaw and the Mayor.

Mr. Crenshaw states that the action of the Mayor in vetoing the street car ticket measure is not entirely in accord with his former action along this line. He stated in the Council Monday night that there was at present a move on foot in the Police Board by which the Mayor would be furnished with free transportation on the cars.

**MAYOR DENIED IT.**

In an interview yesterday Mayor Taylor denied positively that he knew anything of an effort in this direction, and says that he is not at all inconsistent in turning down the proposition.

Regardless of Mayor Taylor's denial that he knows anything of an effort to give him free transportation on the street cars, Mr. Crenshaw reaffirmed yesterday afternoon what he had said in the Council Monday night, adding that Mayor Taylor was present at the meeting of the Police Board when the resolution was passed.

**OVERLOOKED IT.**

Thus it would seem that the Mayor failed to follow the action of the board very closely, for the records of the body clearly show that such a resolution was spoken of by Mr. Crenshaw was passed. The effect of the resolution is for the board to appropriate from the funds of the expense account given the department by the Council \$100 each year to purchase car tickets, to be equally divided between the Mayor and the Police Justice.

Such a resolution was passed, and Mr. Chris. Manning was named as a committee of one to take the matter up with the Mayor. The Mayor, however, is maintaining if they would transport the Mayor and the Police Justice for \$50 each per annum.

**THE MAYOR'S VETO.**

The veto message of the Mayor, which was not printed last night because of lack of space, reads as follows:

"Gentlemen: On February 2, 1903, your body adopted a resolution instructing the Committee on Finance to report in the next annual budget an amount sufficient to transport each member of the Council over the railway lines of the city for one year from March 1, 1903, said amount not to exceed an amount equal to \$50 for each member of the City Council. On February 10, 1903, said resolution was concurred in by the Board of Aldermen, and on the 12th of February, 1903, it was presented to me by the city clerk for my consideration.

"I herewith return the said resolution without my approval and for the following reasons:

"First—The resolution failed to pass the Common Council and Board of Aldermen. The requisite two-thirds vote necessary for any expenditure of money exceeding \$100.

"Second—Members of the Council accepting the trust confided to them by the people (or should have done so) with a full understanding of its duties and limitations.

"The charter makes no provision for perquisites, privileges or emoluments attaching to said office. On the contrary, the new Constitution especially hedges them about with pains and penalties and demands of each member of the Council a full understanding of its duties and limitations.

"The charter makes no provision for perquisites, privileges or emoluments attaching to said office. On the contrary, the new Constitution especially hedges them about with pains and penalties and demands of each member of the Council a full understanding of its duties and limitations.

"Third—It cannot be shown that the actual use of these tickets is required by the police or the fire department, or by the purely official duties, except in very small part and the excess must be considered in the light of a gratuity. To illustrate this point more clearly, a fair estimate of the number of rides necessary for official visitation to Council and committee meetings is as follows:

"The Council meets monthly there would be twelve rides to the chamber and twelve rides from the chamber per annum for regular meetings, and supposing there should be six special or called meetings, twelve additional rides would be called for, making a total of thirty rides in all for Council meetings. The important committees of the Council, such as Streets, Light, Grounds and Buildings, Water and Finance, meet, say fortnightly, while the important ones, such as Elections, Markets, Cemeteries, etc., meet less frequently, only say twice a month in each year, but if we assume that all of them meet as often as twice a month, or twenty-four times per annum, and that each member serves on four committees, he would ride sixty-six times to and from the chamber for said meetings, and there added to the thirty rides to and from the chamber would make a total of two hundred and twenty-six rides per annum, and would amount to \$133 per annum. It will therefore appear that out of the allowance of \$50 for tickets there would be an excess of \$83.00 in tickets for each member for social or business uses. Believing this unwarranted for municipal purposes and will open the door for further infringements upon corporate economy, I cannot sanction such an act of your honorable bodies.

"Respectfully,"

"RICHARD M. TAYLOR,"

Mayor.

The Roads of Virginia.

Editor of The Times-Dispatch:

Sir,—It is amazing to note the public roads throughout the State of Virginia, but still more unaccountably strange to see the roads near our Capital City in such a condition as they are. We speak of the American push and progress in almost every line of activity or business, yet when we start on a trip through the country on the public highways what are kept up by taxation, and see them in a primitive condition, we are positively amazed.

It is a fact that our truckers, who are the people largely concerned, or certainly most directly affected by the present state of affairs, are people who have well-cul-

## DR. PRICE'S TRYBITE FOOD

THE ONLY WHEAT FLAKE CELERY FOOD.

"I consider Trybite Food the greatest achievement of my life."

GROGERS SELL IT.

Dr. V. C. Price

AMUSEMENTS.

AMUSEMENTS.

APRIL 15TH

CONFEDERATE BAZAAR

Remember the Date

divated farms and on the whole have nice and comfortable homes, yet have never awakened to the importance of having roads leading to their market city kept in a passable condition.

Can the United States be classed as a "first-rate power" and allow this state of affairs to exist? Our people should better themselves and see to it that we are not imposed upon longer, and that Virginia, one of the oldest States of the Union, is not behind her sister States.

In North Carolina the roads are worked by convicts and are among the finest in the Union. The bridges are not patched up with poles and planks, as in some parts of our State, but are built substantially of the best material and are permanent. It is a well known fact that in countries where roads are perfect the soil is in a higher state of cultivation and property is doubly as valuable as it is in those countries in which they are not. It is interesting to see the care which the Emperors of Rome bestowed upon their highways. They built roads which were better than any in the country in every direction to the most remote parts of the empire. Their object in this was to have a way by which they could rapidly transport bodies of troops in case of rebellion. The value of having these roads improved is doubly as valuable as it is in those countries in which they are not. It is interesting to see the care which the Emperors of Rome bestowed upon their highways. 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